



**GOVERNMENT OF SINDH
SINDH MASS TRANSPORT AUTHORITY**

Dated: 8th March 2021

**MINUTES OF 17th CONSULTANT SELECTION COMMITTEE MEETING FOR
KARACHI MOBILITY PROJECT YELLOW BRT**

**EVALUATION OF TECHNICAL PROPOSALS AND TECHNICAL EVALUATION REPORT [the TER]
FOR CONSULTING SERVICES TO PROVIDE DETAILED DESIGN, PROCUREMENT SUPPORT AND
CONSTRUCTION SUPERVISION SERVICES (PK-SMTA-122605-CS-QCBS)**

As a result of various meetings [**Annexure A**] where in the CSC discussed, deliberated and evaluated the technical proposals, a conclusive CSC meeting was held to finalize the evaluation and the Technical Evaluation Report, on 8th March 2021.

The CSC went through overall evaluation and the draft TER [**Annexure B**] prepared for onward submission to the World Bank for prior review and issuance of No Objection.

Following is the summarized result as included in the Technical Evaluation Report

	CONSULTANT	Total	Score
1	M/s Dar-al-Handasah Consultants (Shair & Partners) (lead firm) in JV with M/s National Engineering Services Pakistan	100	85.65
2	M/s TECNICA Y PROYECTOS S.A. (lead firm) JV M/s MM Pakistan Private Limited.	100	81.01

As per the technical evaluation, “M/s Khatib & Alami (lead firm) JV M/s Osmani & Company (Pvt) Ltd. JV M/s Nama Consulting Engineers & Planners JV M/s Halcrow Pakistan Pvt. Ltd.” could not secure minimum 75 marks in Phase I and Phase II and hence considered **disqualified**.

Decision:

The CSC concluded that the evaluation of technical proposals, in compliance with the issued RFP and World Bank Procurement Regulations is complete and the draft TER may be sent to the World Bank for their *prior review* and subsequent *No Objection*. It was also decided that the comments from the World Bank on draft TER must be addressed on top priority in order to expedite the overall procurement process and for the subsequent opening of financial proposals.

Deputy Director (Contracts)
Sindh Mass Transit Authority
Government of Sindh

Chief Transport
Planning & Development Department,
Government of Sindh

Director (Finance & Accounts)
Sindh Mass Transit Authority
Government of Sindh

Chief Consultant
Transport & Mass Transit Department
Government of Sindh

Director (ITS)
Sindh Mass Transit Authority
Government of Sindh

Director Finance
PPP Unit, Finance Department,
Government of Sindh




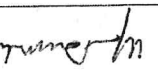




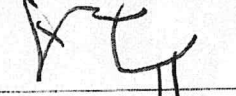
Director
(Projects/Infrastructure)
Sindh Mass Transit Authority
Government of Sindh

Project Director,
BRT Yellow Line
Sindh Mass Transit Authority
Government of Sindh

Managing Director
Sindh Mass Transit Authority
Government of Sindh

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CONSULTANT SELECTION COMMITTEE FOR PROCUREMENT CONSULTANCY SERVICES TO
PREPARE DETAILED DESIGN, PROVIDE PROCUREMENT SUPPORT AND CONSTRUCTION SUPERVISION
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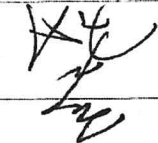
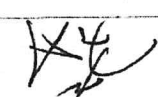
DATE: Tuesday, February 2, 2021
 TIME: 04:00 PM

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	IQTIDAR AHMED	MD SMTA	SMTA	0333-2276160		
2	Imran Bhatti	PD & LC	TA/ITD	0300 220225	pd.kmpyle@gmail.com	
3	RAFAY ALI LACHARI	Director Finance & HR	SMTA/TMD	0381 544470	rafay.lachari@smrae@gmail.com	
4	M. Dawood	Director PPL/IT	Finance			
5	Shikandar Ali	Chief (Transport)	P.O. Depot	0306-2793732		
6	Asghar Ali Lakho	Chief Consultant	TA/ITD	0336284700		
7	Hashif Ali	DD Consultant/Account	SMTA	033-2633422	hashif.ali@gmail.com	
8	Muhammad YOUSUF Muneer	Director IT&RA	SMTA	0321874344		
9	Nazir Ali	Director ITS				

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DATE: Monday, February 8, 2021

TIME: 11:00 AM



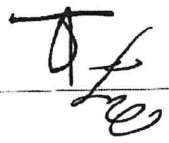
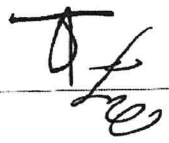
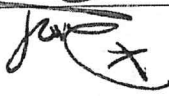
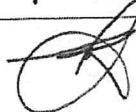
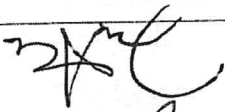
SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	IQT'DAR AHMED	M. D	SMTA	0333-227616		
2	Musaw Rahim	PD YLC	SMTA.	0300 2200275		
3	Asrar AL LAKHT	Chief Consultant	TMTD	0336254171		
4	Rashid Ali	DD Contract/Review	SMTA	0333-2655472		
5	Muhammad YOUSUF Munir	Director Infrastructure	SMTA	0321-877-3974		
6	RIFAAY ALI LAGHARI	Director Finance & Acc	SMTA	0321544472		
7	Silvan La. Ali	Chief (T)	POD Dept	0306-278732		
8	Niaz Ali	Comptrolr QDC	SMTA/TMD			

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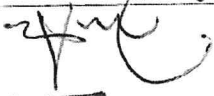

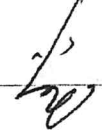
DATE: 11/2/2021 TIME: 12.00 noon

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	ITIDAR AHMED	M. D	SMTA	0333-2276110		
2.	Ahmad Ali Lohar	Chief Counsel	PMID			
3.	Sikander Ali	Chief (Transport) Po D Dept	SMTA			
4	Imran Bhatti	PD YLC	SMTA			
5	Goodf Dr.	1712 Contact/Head	SMTA	0333-2623472	for signatures: 1st. 01/02/2021	
6.	Rafay Ali LAGHARI	Director (F/A)	SMTA	0331-544472		
7	Niaz Ali	Director ITS	SMTA/PMID			
8						

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DATE: 15-Feb-2021


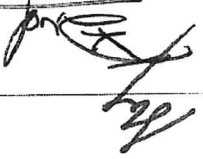



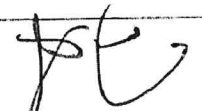

TIME: 02:00 PM

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	LOT'DAR AHMED	M. D	SMTA	0333-2276110		
2	Jamau Bhatti	PD V/C	SWTA/TMTD			
3.	RAFIY ALI LAGHARI	Dir C F/A	SMTA	0321-5444720		
4	Hashif Ali	PD Contact/Support	SMTA	0333-262472	hashif.ali@pccw.com	
5	Niaz Ali	Dir IT	SWTA/TMTD			
6	Asif Qe	Chief Council	TMTD			
7	Silinda Ali	Chief (T)	POD Dept			





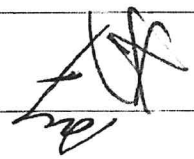
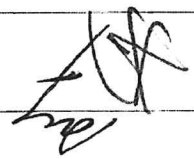
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DATE: 18.02.2021

TIME: 10:00 AM

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	IGTIDAR AHMED	M.O	SMTA	0333-2276116		
2	Silander Atg.	Chief (T)	Road Deptt	0306-2793792		
3	Hasib Ak	MD Contact/1800	SMTA	099-2824722		
4.	Imam Rana	PD YLC	SAUTATMD			
5.	Akram Ali Lala	CC	TRMD	0336254792		
6	Rafay Ali LAGHAN	Dir (E/A)	SMTA	0331574472		
7	Aliar Ali	Dir ITS	SMTA/ITMD			

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 DATE: 19-02-2021
 TIME: 10:00 AM

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	IQTIDAR AHMED	M.D	SMTA	0333-2276110		
2	Jamshed Bhatia	PD YLC	SMTA/TMTD			
3	RAFAT ALI L. BHANKI	Director (FIR)	SMTA	0281-5444472		
4	Haseeb Ali	PD Contact/Procurement	SMTA	0333-2633472		
5	Sikandar Ali	Chief (T)	P.O. byrte	0306-27932		
6	Ashraf Ali	Chief (T)	Chief (T)			




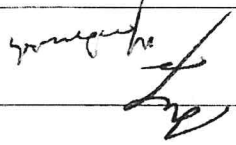
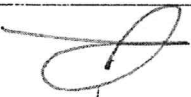
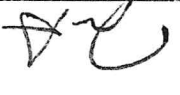
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DATE: 22-Feb-2021



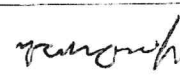





TIME: 02:00 PM

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	ITIDAR AHMED	M.D	SM TA	0333-2276116		
2	Imran Bhatti	PD	TRMTD (SM TA)			
3	Khayal Mr.	TD Control/Board	SM TA	0333-2653422		
4	Shamir Mr. Shams	Director (T)	P.O. Director			
5	Masum	Director Project	P.O. Mr.			
6	KHAFIZ LAGHARI	Director (F/A)	SM TA	0331-544422		
7	Niaz Ali	Dir 175	TM TD			

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KARACHI MOBILITY PROJECT, YELLOW LINE BRTS

DATE: 25-02-2020







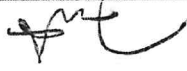
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SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
11	IGTIDAR AHMED	M. D	SMTA	0333-2276110		
12	Imran Bhatti	PD YLC	SRMTA/TMD			
13	M. Danish	Director	PPWT			
14	Hasnain Ak	170 Contact/Document	SMTA			
15	Sikandar Ali	Chief (T)	Rob Dept			
16	Rafay Ali Laghari	Director (E/A)	SMTA			
17	Ashtar Ali Larus	CC	TMD			
18	Niaz Ali	DN ITS	TMD			

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KARACHI MOBILITY PROJECT, YELLOW LINE BRIS

DATE: 26.02.2021


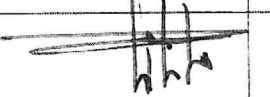





TIME: 02:00 PM

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	IGTIBAR AHMED	M. D	SMTA	0333-2276110		
2	ASIRAF ALI LAKHO	Chief Consultant	TMTD			
3.	RAFIQ ALI LACHAKRI	Director (F/A)	SMTA	0321544472		
4.	Sikandar Ali Shah	Chief (T)	P.O. Dept	03062793732		
5.	Imran Bhatti	PD, YLC	SB, SMTA.			
6.	Hashif Ali	(D) Contact/Board	SMTA	0333-2655442		
7.	Niaz Ali	Dir ITS	SMTA/TMTD			

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SERVICES
KARACHI MOBILITY PROJECT, YELLOW LINE BRTS

DATE: 05.03.2021





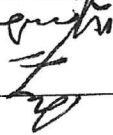



TIME: 12:00PM

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
1	Imran Bhatti	PO YLC	SM2A/TM			
2.	Muhammad Yousuf Nune	DIRECTOR INFRA/ Roads	SM7A			
3	Hadiq Ali	NO Contract/Road	SM7A			
4	Mirza Ali	DN ITS	TM7D/SM			
5	Sikandar Ali Shauk	Chg (T)	POD MRC			
6	Akram Ali	Chg Const	TM7D			
7	Rafay Ali Laghari	Dir (Finance & Account)	SM7A			

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KARACHI MOBILITY PROJECT, YELLOW LINE BRTS

DATE: 28-03-2021

TIME: 12:00 PM

SR. #	NAME	DESIGNATION	DEPARTMENT	CONTACT NO.	E-MAIL	SIGNATURE
2	Amam Bhatti	PD VCC	SMCA/PA			
3	Hosaf Ar.	DD Contract/Asst	SMTA	0333-2639432		
4	Niaz Ali	Dir ITS	SMTA/ITMD			
5	Muhammad Yousef Nuri	Dir Infra/Project	SMTA	03218773979		
6	Jil/Consult. Ar.	Chief (T)	POD Repre			
7	M. Danish	Director	POD Utr			
8	Asif Ali	CC	ITMD			
9	Rafay Ali Lighari	Dir (FIA)	SMTA	032154442		



KARACHI MOBILITY PROJECT

TECHNICAL EVALUATION REPORT

of

TECHNICAL PROPOSALS

Submitted on 15th January 2021

PREPARATION OF DETAILED DESIGN, PROVIDE PROCUREMENT SUPPORT

AND

CONSTRUCTION SUPERVISION

(March 2021)

SINDH MASS TRANSIT AUTHORITY

GOVERNMENT OF SINDH

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Section I. Technical Evaluation Report-Text

<p>1. BACKGROUND</p>	<p>The implementation of a comprehensive solution to Karachi’s severe urban mobility problems is underway through decisive Federal and Provincial Governments engagement towards the implementation of a Bus Rapid Transit System [the BRTS] as planned under the Karachi Urban Transport Master Plan of 2030. In order to support execution of the infrastructure component of the Karachi Mobility Project through the development of the Yellow BRT Corridor, the Sindh Mass Transit Authority [the SMTA] wishes to engage a qualified consulting firm to undertake “<i>Preparation of Detailed Design, provide procurement support and Construction Supervision services</i>”.</p> <p>The scope of services, grouped in two phases, consist of the following major tasks:</p> <ul style="list-style-type: none">- Phase 1: DETAILED DESIGN - preparation of detailed design and bidding documents for contractor selection (procurement support);- Phase 2: CONSTRUCTION SUPERVISION - construction supervision and contracts administration, including post-construction activities, provide support in monitoring and ensuring environmental and social safeguard compliance. <p>Estimated duration of the services is 60 (sixty) months, which comprise of 12 (twelve) months of Detailed Design preparation (including review and revision) and procurement support (preparation of bidding documents), 36 (thirty-six) months during construction and 12 (twelve) months after completion of works, i.e. during the DNP with the Consultant’s intermittent input to check continuous quality and actual performance of the works. There are six procurement packages as follows,</p> <table><tr><td>Procurement package</td></tr><tr><td>Package 1: Depot No. 1</td></tr><tr><td>Package 2: Depot No. 2</td></tr><tr><td>Package 3: Road corridor & BRT infrastructure (segments 0, 1 and 2)</td></tr><tr><td>Package 4: 1 km long bridge (segment 3)</td></tr><tr><td>Package 5: Road corridor & BRT infrastructure (segments 4, 5, 6 and 7)</td></tr><tr><td>Off-corridor improvements – 1 Package</td></tr></table> <p>On the basis of the project and contract-specific procurement risks this contract falls under the category of Prior Review as per the World Bank Procurement Regulations [the Regulations] [Section III 3.5 - The Bank carries out prior reviews of procurement activities that are of high value and/or high risk to determine whether the procurement is carried out in accordance with the requirements of the Legal Agreement]</p>	Procurement package	Package 1: Depot No. 1	Package 2: Depot No. 2	Package 3: Road corridor & BRT infrastructure (segments 0, 1 and 2)	Package 4: 1 km long bridge (segment 3)	Package 5: Road corridor & BRT infrastructure (segments 4, 5, 6 and 7)	Off-corridor improvements – 1 Package
Procurement package								
Package 1: Depot No. 1								
Package 2: Depot No. 2								
Package 3: Road corridor & BRT infrastructure (segments 0, 1 and 2)								
Package 4: 1 km long bridge (segment 3)								
Package 5: Road corridor & BRT infrastructure (segments 4, 5, 6 and 7)								
Off-corridor improvements – 1 Package								
<p>2. The Selection / Shortlisting Process (prior to</p>	<p><u>Advertisement for Request for Expression of Interest [REOI]:</u></p> <p>The SMTA invited eligible consultants to indicate their interest in providing the aforementioned services. The Request for Expression of</p>							

<p>Evaluation of Technical Proposals)</p>	<p>Interest [the REoI] was published in:</p> <ul style="list-style-type: none"> - United Nations Development Business on 14th February 2020 as part of the Regulations; - The Daily Dawn, Karachi, Pakistan dated 19th February 2020. - The Express Tribune, Karachi dated 19th February 2020. - The Daily Jang, Karachi, Pakistan dated 19th February 2020. - The Khaleej Times dated 21st February 2020. <p>The EoI submission deadline was set at March 17, 2020 by 17:00 local time of Karachi, Pakistan. However, considering the global pandemic of <i>Covid-19</i>, this deadline was given one time extension till 6th April 2020 by 17:00 local time of Karachi and a Corrigendum was also published in the newspapers.</p> <p><u>Evaluation Committee:</u></p> <p>A Consultant Selection Committee [the CSC] has been constituted, to carry out the entire procurement process for hiring of consultancy services, through a notification SO(C-IV)SGA&CD/Notification-Trpt/2020 dated 13th May 2020 (issued by Services, General Administration & Coordination Department, Government of Sindh.</p> <p>Later, this committee was re-constituted vide Notification SO(C-IV)SGA&CD/Notification-Trpt/2020 dated 28th July 2020 (issued by Services, General Administration & Coordination Department, GoS [Appendix 01].</p> <p><u>EoI Evaluation and Shortlisting:</u></p> <p>In response to the REoI, thirteen (13) consultants submitted their EoIs by the submission deadline. Details of the submitted EoIs are presented in [Annexure 02]. The EoIs received were subjected to evaluation in strict compliance with the published criteria and the following four (04) consulting firms were shortlisted with the No Objection from the World Bank and as per the Regulations.</p>
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S.NO	NAME OF SHORTLISTED CONSULTANT FIRMS	LEAD FIRM (COUNTRY OF ORIGIN)
01	<i>M/s Dar-al-Handasah Consultants (Shair & Partners) JV M/s National Engineering Services Pakistan</i>	Lebanon
02	<i>M/s Khatib & Alami, Lebanon JV M/s Osmani & Company (Pvt) Ltd. JV M/s Nama Consulting Engineers & Planners JV M/s Halcrow Pakistan Pvt. Ltd.</i>	Lebanon
03	<i>M/s SCE Amenagement & Environnement JV M/s Hill International N.V JV M/s Logit Consulting Inc. JV M/s HHO Consulting Engineers (Pty) Ltd JV M/s Exponent Engineers Pvt. Ltd</i>	France
04	<i>M/s TÉCNICA Y PROYECTOS S.A. JV M/s MM Pakistan Private Limited</i>	Spain

The consultant name in italic font above are the lead firms in their respective JI's

Issuance of Request for Proposal:

With the No Objection from the World Bank, the RFP was issued on 6th November 2020. The date of submission of proposals was initially set to be 23rd December 2020 (no later than 02:00pm at SMTA office, Karachi). The Pre-Proposal conference was held on 19th November 2020 at 10:30am. The responses to the queries raised by the shortlisted consultants during and after the pre-proposal conference was sent to the four shortlisted consultants on 28th November 2020. During this period, all four consultants raised their request to extend the bid submission timelines primarily due to the second wave of Covid-19 worldwide. Accordingly, an Amendment No.1 was issued through which the Proposal submission timeline was extended to no later than 15th January 2021, 2:30pm at SMTA office Karachi. Meanwhile the consultants continued raising their queries and responses to the second set of queries along-with an Amendment No.2 were sent to all shortlisted consultants on 21st December 2020. Both Amendments and Responses to pre-proposal conference are at [Annexure 03]. The validity of the proposals was kept for 150 days in the RFP.

Unfair Competitive Advantage:

According to the Regulations, Section III – 3.18 [Unfair Competitive Advantage], an Instruction to Consultants 4.1 was modified in the Data Sheet of the RFP which states that

“Please note that all Data and Reports collected and prepared by M/s NESPAK during the preparation of the preliminary designs of the Yellow BRT corridor is provided to the shortlisted consultants as soft

	<p>copy attached to this RFP. This is to mitigate the competitive advantages to warrant fairness and transparency throughout the procurement process.”</p> <p>This may be noted that all such data prepared at the preliminary design stage by M/s NESPAK and other consultants (which was procured on the basis of the Regulations for the preparation of preliminary designs and the PC-1) was shared with all the shortlisted consultants along-with the RFP on 6th November 2020. The Feasibility report was shared with the consultants along-with the responses to the Pre-Proposal queries on 28th November 2020. Based on this exercise, the shortlisted consultants were given an equal field and any potential chance of conflict of interest got nullified.</p> <p><u>Submission of Proposals:</u></p> <p>As stated in the Amendment No.1, three out of four shortlisted consultants submitted their proposals, in conformity to the RFP. They are as follows,</p> <ul style="list-style-type: none"> • M/s Dar-al-Handasah Consultants (Shair & Partners) (Lebanon) in JV M/s National Engineering Services (Pakistan) • M/s Khatib & Alami (Lebanon) JV M/s Osmani & Company Pvt. Ltd. (Pakistan) JV M/s Nama Consulting Engineers & Planners (Greece) JV M/s Halcrow Pvt. Ltd. (Pakistan) • M/s TÉCNICA Y PROYECTOS S.A. (Spain) JV M/s MM Pakistan Private Limited (Pakistan) <p>These proposals were opened in-front of the representatives of the consultants and the CSC. Minutes of proposal submission and opening of technical proposals are at [Annexure 04]. According to the Regulations, these minutes were also uploaded on the STEP on 21st February 2021. The technical proposals which were opened and the sealed financial proposals were kept in a safe custody as per the Regulations.</p> <p><u>Procurement related Complaint:</u></p> <p>Subsequent to the issuance of the Request for Proposals on 6th November 2020 to the four shortlisted consulting firms, a complaint was received from “<i>M/s Kaiser Engineering & Consulting JV M/s Apco Teknik JV M/s SMEC JV M/s Zeeruk International (Pakistan) JV M/s Loya Associates JV M/s Engineering General Consultants (Pakistan)</i>” on 13th November 2020 [Annexure 05]. It may be noted that unfortunately, the email through which this complaint was sent entered in SPAM folder and was found later in February 2021. As per the Regulations, the complaint was acknowledged vide email dated 8th February 2021 and a draft Response to the Bank and to the Complainant was sent to the World Bank for their prior review and issuance of No Objection. The process of redressal of this grievance is still on-going and hence no advancement in the procurement process has been</p>
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	made.
3. Evaluation of Technical Proposals.	<p>The evaluation of the three technical proposals was carried out by the Consultant Selection Committee. The CSC hold several meetings to go-through the proposals and examined them in light of the criteria published in the RFP. There was no outside assistance during evaluation of the proposals.</p> <p>According to the nature of the services required through this contract, the Contract is divided into two phases, as mentioned above as well.</p> <ul style="list-style-type: none"> - Phase 1: DETAILED DESIGN - preparation of detailed design and bidding documents for contractor selection (procurement support); - Phase 2: CONSTRUCTION SUPERVISION - construction supervision and contracts administration, including post-construction activities, provide support in monitoring and ensuring environmental and social safeguard compliance. <p>The criteria for each of these phases have been set considering the quantum of work and expertise required as well as timelines of the project.</p> <p style="text-align: center;"><u>Phase I Criteria</u></p> <ol style="list-style-type: none"> 1) Specific Experience of the Consultant: 10 points <i>[Notes to Consultant: the Client will assess whether the Consultant has experience in preparing detailed design and providing procurement support in Bus Rapid Transit (BRT) projects in Asia and the number of such completed projects]</i> 2) Adequacy and quality of the proposed methodology and work plan is responding to the Terms of Reference: 30 points <i>[Notes to Consultant: the Client will assess whether the proposed methodology is clear, responds to the TORs, work plan is realistic and implementable; overall team composition is balanced and has an appropriate skills mix; and the work plan has right input of Experts]</i> 3) Key Experts' qualification and competence for the Assignment: 60 points <ol style="list-style-type: none"> a) Team Leader Design (Urban Road & BRT System Expert): 20 b) Senior BRT Design Expert: 10 Points c) Senior Structural/Bridge Engineer: 10 points d) Senior Pavement Engineer: 10 points e) Procurement Specialist: 10 points <p>The number of points to be assigned to each of the above positions shall be determined considering the following three sub-criteria and relevant percentage weights:</p> <ul style="list-style-type: none"> o General qualifications (general education, training, and experience):

	<p>15%</p> <ul style="list-style-type: none"> ○ Adequacy for the Assignment (relevant education, training, experience in the sector/similar assignments): 75% ○ Relevant experience in the region (working level fluency in local language(s)/knowledge of local culture or administrative system, government organization, etc.): 10% <p>Total Score for Phase I: 10+30+60= 100 points</p> <p>Technical Score required to pass Phase I = 75 points</p> <p style="text-align: center;"><u>Phase II Criteria</u></p> <p>1) Specific Experience of the Consultant: 10 points</p> <p><i>[Notes to Consultant: the Client will assess whether the Consultant has experience in providing construction supervision services in Bus Rapid Transit (BRT) projects in Asia and the number of such completed projects]</i></p> <p>2) Adequacy and quality of the proposed methodology and work plan is responding to the Terms of Reference: 20 points</p> <p><i>[Notes to Consultant: the Client will assess whether the proposed methodology is clear, responds to the TORs, work plan is realistic and implementable; overall team composition is balanced and has an appropriate skills mix; and the work plan has right input of Experts]</i></p> <p>3) Key Experts' qualification and competence for the Assignment: 70 points</p> <ul style="list-style-type: none"> a) Chief Resident Engineer (CRE): 25 b) Resident Engineer (Jam Sadiq bridge and Bus Depots): 15 Points c) Resident Engineer (Civil Works): 15 points d) Senior Contract Management Specialist: 15 points <p>Total Score for Phase II: 10+20+70= 100 points</p> <p>Technical Score required to pass Phase II = 75 points</p> <p>The indicative person months for Key Staff, as set in the TORs are as follows:</p> <p>Phase I: 50 and Phase II: 153</p> <p>The indicative person months for Non-Key Staff, as set in the TORs are as follows:</p> <p>Phase I: 95 and Phase II: 836</p>
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	<p>In evaluating <i>specific experience of the consultant</i>, the CSC assessed the consultant's experience in providing detail design and procurement support services (Phase I) and construction supervision services (Phase II). The CSC also looked for the number of such completed BRT projects in Asia. All three consultants demonstrated this required experience however number of such BRT projects varied. The scoring has been carried out considering the number of such BRT projects in Asia which is also indicative of the consultant's experience as required.</p> <p>In evaluating the <i>adequacy and quality of the proposed methodology, and work plan in responding to the TORs (design and construction supervision)</i> the CSC assessed forms Tech-3, Tech-4, Tech-5 and Tech-6. The CSC looked for the depth of understanding reflected in the comments on the TORs, in the methodology, proposed work plan, staffing schedule and deploying staff to deliverables and assessed the proposals accordingly.</p> <p>The work-plan as given in the TORs is very important to understand since the TORs have been designed in such a way that the consultants will have to undertake detailed design, provide procurement support and construction supervision services simultaneously (refer to Table 5 and Table 6 in TORs).</p> <p>Another important factor to evaluate is the proposed person months. The TORs provided indicative person months and it has been clearly mentioned in the TORs (and also in responses to pre-proposal conference) that the consultants are supposed to assess the work quantum and the tight timelines required in conjunction with the staffing and propose the work plan and required staff in their proposals. The consultants were required to provide proper justification to any change in non-key staff details and according to the TORs, are also expected to maintain minimum twenty trainee professionals throughout the project.</p> <p>Only one proposal (from M/s Dar) proposed non-key staff in variation to the TORs and provided their deployment schedule accordingly. The proposal from M/s Typsa maintained the same number of key and non-key staff as per the TORs and that of M/s Khatib-al-Alami did not propose any person months at all.</p> <p>It was expected that the consultants will provide the work-plan and staffing deployment considering the timelines mentioned in the TORs. The CSC evaluated the methodology, work plan and staffing details in the proposals accordingly and scored them on their own independent judgement.</p> <p>In evaluating the <i>key experts qualifications and competence for the Assignment</i>, the CSC evaluated each proposed candidate as per the criteria in the RFP. The basic and advanced qualifications, general and specific experience were compared and assessed. It may be noted that out of the nine key staff, following five key-staff needed to be from the <i>Lead firm</i> as mentioned in the TORs.</p> <ol style="list-style-type: none"> 1) Senior Urban Road & BRT System Expert / Team Leader Design 2) Senior BRT System Design Expert 3) Senior Procurement Specialist
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4) Chief Resident Engineer / Team Leader Construction	It was noted that the proposed employment of the above-mentioned key staff, is not clearly mentioned to be from the Lead firm, in the proposal from <i>M/s Typsa</i> . Accordingly, a clarification was sought from this consulting firm vide email dated 10 th March 2020 and the response was received on the same date. Their response confirmed that the proposed employment of the key-staff is to be from the lead firm. [Annexure 06]
5) Senior Contract Management Specialist	

It was noted that the proposed Chief Resident Engineer and Senior Contract Management Specialist do not belong to the lead firm in the proposal from *M/s Khatib-al-Alami*.

The individual evaluation sheets are attached herewith this report [**Annexure 07**] with comments / narrative from the individual evaluator. The individual scoring has been on the following basis:

Very Good	10
Good	08
Average	06
Poor	04

The total scoring has been done by averaging the individual scores from the nine CSC members. Each member carried out his individual scoring independently.

Result of Technical Evaluation:

As per the technical evaluation, “M/s Khatib & Alami (lead firm) JV M/s Osmani & Company (Pvt) Ltd. JV M/s Nama Consulting Engineers & Planners JV M/s Halcrow Pakistan Pvt. Ltd.” could not secure minimum 75 marks in Phase I and Phase II and hence considered disqualified.

Following is the score table as per the evaluation,

	CONSULTANT	Total	Score
1	M/s Dar-al-Handasah Consultants (Shair & Partners) (lead firm) in JV with M/s National Engineering Services Pakistan	100	85.65
2	M/s TÉCNICA Y PROYECTOS S.A. (lead firm) JV M/s MM Pakistan Private Limited.	100	81.01

Section II. Technical Evaluation Report-Forms

Form IIA. Technical Evaluation-Basic Data

Form IIB. Evaluation Summary-Technical Scores/Ranking

Form IIA. Technical Evaluation-Basic Data

1. Name of Country Name of Project	Islamic Republic of Pakistan Karachi Mobility Project
2. Client: (a) Name (b) Address, phone	Sindh Mass Transit Authority House # D-43; Block 2; Scheme No. 5; Kehkashan, Clifton, Karachi, Pakistan +92-21-99332208 kmp.infra.smta@gmail.com pd.kmp.vlc@gmail.com
3. Type of assignment (pre-investment, preparation, or implementation), and brief description of sources	Implementation The Islamic Republic of Pakistan has received financing from the International Bank for Reconstruction and Development (IBRD) in the form of a loan toward the cost of Karachi Mobility Project (Yellow BRT).
4. Method of selection:	QCBS
5. Request for Expressions of Interest: (a) Publications (b) Number of Responses	<ul style="list-style-type: none"> - United Nations Development on 14th February 2020 -The Daily Dawn, Karachi, Pakistan dated 19th February 2020. - The Express Tribune, Karachi dated 19th February 2020. - The Daily Jang, Karachi, Pakistan dated 19th February 2020. - The Khaleej Times dated 21st February 2020. <p>13 consulting firms [Annexure 02]</p>

6. Shortlist: (a) Names / Nationality of firms/associations (mark domestic firms and firms that had expressed interest)	<table><tr><th>S.NO</th><th>NAME OF SHORTLISTED CONSULTANT FIRMS</th><th>LEAD FIRM (COUNTRY OF ORIGIN)</th></tr><tr><td>01</td><td>M/s Dar-al-Handasah Consultants (Shair & Partners) JV M/s National Engineering Services Pakistan</td><td>Lebanon</td></tr><tr><td>02</td><td>M/s Khatib & Alami, Lebanon JV M/s Osmani & Company (Pvt) Ltd. JV M/s Nama Consulting Engineers & Planners JV M/s Halcrow Pakistan Pvt. Ltd.</td><td>Lebanon</td></tr><tr><td>03</td><td>M/s SCE Amenagement & Environnement JV M/s Hill International N V JV M/s Logit Consulting Inc. JV M/s HHO Consulting Engineers (Pty) Ltd JV M/s Exponent Engineers Pvt. Ltd</td><td>France</td></tr><tr><td>04</td><td>M/s TÉCNICA Y PROYECTOS S.A. JV M/s MIM Pakistan Private Limited</td><td>Spain</td></tr></table> <p><i>The consultant name in italic font above are the lead firms in their respective JVs</i></p>			S.NO	NAME OF SHORTLISTED CONSULTANT FIRMS	LEAD FIRM (COUNTRY OF ORIGIN)	01	M/s Dar-al-Handasah Consultants (Shair & Partners) JV M/s National Engineering Services Pakistan	Lebanon	02	M/s Khatib & Alami, Lebanon JV M/s Osmani & Company (Pvt) Ltd. JV M/s Nama Consulting Engineers & Planners JV M/s Halcrow Pakistan Pvt. Ltd.	Lebanon	03	M/s SCE Amenagement & Environnement JV M/s Hill International N V JV M/s Logit Consulting Inc. JV M/s HHO Consulting Engineers (Pty) Ltd JV M/s Exponent Engineers Pvt. Ltd	France	04	M/s TÉCNICA Y PROYECTOS S.A. JV M/s MIM Pakistan Private Limited	Spain
	S.NO	NAME OF SHORTLISTED CONSULTANT FIRMS	LEAD FIRM (COUNTRY OF ORIGIN)															
	01	M/s Dar-al-Handasah Consultants (Shair & Partners) JV M/s National Engineering Services Pakistan	Lebanon															
	02	M/s Khatib & Alami, Lebanon JV M/s Osmani & Company (Pvt) Ltd. JV M/s Nama Consulting Engineers & Planners JV M/s Halcrow Pakistan Pvt. Ltd.	Lebanon															
	03	M/s SCE Amenagement & Environnement JV M/s Hill International N V JV M/s Logit Consulting Inc. JV M/s HHO Consulting Engineers (Pty) Ltd JV M/s Exponent Engineers Pvt. Ltd	France															
04	M/s TÉCNICA Y PROYECTOS S.A. JV M/s MIM Pakistan Private Limited	Spain																
(b) Submission to the Bank for no-objection	November 03, 2020																	
(c) Bank's no-objection	November 04, 2020																	
7. Request for Proposals:																		
(a) Submission to the Bank for No-Objection	November 04, 2020																	
(b) Bank's no-objection	November 05, 2020																	
(c) issuance to Consultants	November 06, 2020																	
8. Amendments and clarifications to the RFP (describe)	Responses to pre-proposal conference issued on 28th November 2020 Amendment No.1 issued on 15th December 2020 Amendment No.2 issued on 21st December 2020																	
9. Contract:																		
(a) Standard Time-Based	Yes																	
(b) Standard Lump Sum	Price adjustment: Yes N/A																	
10. Pre-proposal conference:																		
(a) minutes issued	Yes, held on 19th November 2020 Minutes issued on 28th November 2020																	
11. Proposal submission:																		
(a) Two envelopes (technical and	Yes																	

<p>16. Proposal validity period (days):</p> <p>(a) original expiration date</p> <p>(b) extension(s), if any</p>	<p>150 days</p> <p>June 17, 2021 02:00 pm, local time (Karachi)</p> <p>Not applicable as of now.</p>
<p>17. Evaluation Criteria/ Sub-criteria:</p>	<p style="text-align: center;"><u>PHASE I</u></p> <p>1) Specific Experience of the Consultant: 10 points <i>[Notes to Consultant: the Client will assess whether the Consultant has experience in preparing detailed design and providing procurement support in Bus Rapid Transit (BRT) projects in Asia and the number of such completed projects]</i></p> <p>2) Adequacy and quality of the proposed methodology and work plan is responding to the Terms of Reference: 30 points <i>[Notes to Consultant: the Client will assess whether the proposed methodology is clear, responds to the TORs, work plan is realistic and implementable; overall team composition is balanced and has an appropriate skills mix; and the work plan has right input of Experts]</i></p> <p>3) Key Experts' qualification and competence for the Assignment: 60 points</p> <p>a) Team Leader Design (Urban Road & BRT System Expert): 20 points</p> <p>b) Senior BRT Design Expert: 10 Points</p> <p>c) Senior Structural/Bridge Engineer: 10 points</p> <p>d) Senior Pavement Engineer: 10 points</p> <p>e) Procurement Specialist: 10 points</p> <p>The number of points to be assigned to each of the above positions shall be determined considering the following three sub-criteria and relevant percentage weights:</p> <ul style="list-style-type: none"> o General qualifications (general education, training, and experience): 15% o Adequacy for the Assignment (relevant education, training, experience in the sector/similar assignments): 75% o Relevant experience in the region (working level fluency in local language(s)/knowledge of local culture or administrative system, government organization, etc.): 10%

	<p>Total Score for Phase I: 10+30+60= 100 points</p> <p>Technical Score required to pass Phase I = 75 points</p> <p style="text-align: center;"><u>PHASE II</u></p> <p>1) Specific Experience of the Consultant: 10 points <i>[Notes to Consultant: the Client will assess whether the Consultant has experience in providing construction supervision services in Bus Rapid Transit (BRT) projects in Asia and the number of such completed projects]</i></p> <p>2) Adequacy and quality of the proposed methodology and work plan is responding to the Terms of Reference: 20 points <i>[Notes to Consultant: the Client will assess whether the proposed methodology is clear, responds to the TORs, work plan is realistic and implementable; overall team composition is balanced and has an appropriate skills mix; and the work plan has right input of Experts]</i></p> <p>3) Key Experts' qualification and competence for the Assignment: 70 points</p> <p>a) Chief Resident Engineer (CRE): 25 points</p> <p>b) Resident Engineer (Jam Sadiq bridge and Bus Depots): 15 Points</p> <p>c) Resident Engineer (Civil Works): 15 points</p> <p>d) Senior Contract Management Specialist: 15 points</p> <p>Total Score for Phase II: 10+20+70= 100 points</p> <p>Technical Score required to pass Phase II = 75 points</p>
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Form IIB. Evaluation Summary-Technical Scores / Ranking



Project Director <pd.kmp.ylc@gmail.com>

Karachi Mobility Project- TER

Project Director <pd.kmp.ylc@gmail.com>

To: Said Dahdah <sdahdah@worldbank.org>

Fri, Mar 12, 2021 at 2:19 AM

Dear Said,

Please find attached with this email a zip folder containing the following documents:

1. Draft Technical Evaluation Report
2. Individual Evaluation Sheets
3. Consolidated Evaluation Sheet

Considering the time constraints we could not combine all files into one document as the individual evaluation sheets are self explanatory with individual narrative for scoring.

--

Imran Bhatti*Project Director (Yellow Line BRTS)**Karachi Urban Mobility Project**Sindh Mass Transit Authority**Govt. of Sindh**+923002200275*

 **For World Bank.zip**
14897K



Project Director <pd.kmp.ylc@gmail.com>

RE: Karachi Mobility Project- TER

Said Dahdah <sdahdah@worldbank.org>

To: Project Director <pd.kmp.ylc@gmail.com>

Cc: Haider Raza <haza@worldbank.org>, Hasan Afzal Zaidi <hzaidi@worldbank.org>, Syed Wajahat Ali Shah <sshah17@worldbank.org>

Mon, Mar 15, 2021 at 6:37 PM

Dear Mr. Imran,

Thank you for sending the first draft of the TER.

Please see our comments based on the information you provided. Please note that we are not party to the evaluation process and our comments are solely based on your evaluation report.

1. Section titled "Procurement related complaint" on page 6 of the TER contains the reference to the Annex 5 of the TER which shows only the complaint letter. Please include complete information on the complaint such as exchanged e-mails, response(s), complaint resolution letter to the complainant etc.
2. Section 3 of the report lists all criteria and relevant scoring, but also shows unnecessary information copied from the RfP, i.e. notes to consultants. Please delete such information from the TER.
3. Instead of listing strengths and weaknesses of each technical proposal, evaluation committee presented general, narrative explanation of certain scoring elements without details on the evaluated proposals. On the other hand, it is noted that most of the evaluation sheets of the individual evaluation committee members contain relevant comments that justify the scoring both for methodology and proposed staff. These comments need to be aggregated and presented as strengths and weaknesses of each proposal covering the proposed methodology, planning of activities and staff, and CVs of key staff within the TER.
4. By the end of section 3 on page 10, the table shows final technical scoring for only two consultants that managed to get scores higher than 75 points. This table has to be expanded to show the score of the remaining proposal. Instead, there is only a statement that the third proposal did not score the minimum, without exact number of points received.
5. The TER should also contain a matrix where the average scores obtained by each proposal (for both phases) is tabulated under each set of criteria. Currently, there is one small table (as mentioned in point 4 above) which is not reflective of the work done during the evaluation process. However, we have noted that each evaluation committee member prepared detailed scoring (within the attachments sent to us). Such scoring tables have to be arranged and presented in the annex of the TER, while their summary shall be inserted within the main body of the report (the mentioned matrix).
6. Item 16 within the Form IIA does not present correct information. Original expiration date for proposal validity should be May 22, 2021, while the extended date should be June 14.

7. Please ensure that Key Staff are assessed adequately against their 3 evaluation criteria. In particular, Key Staff should be assessed carefully against the "**Adequacy for the Assignment**" criteria which should be

4/5/22, 6:11 PM

Gmail - RE: Karachi Mobility Project- TER

mainly focused on experience in similar capacity (similar title or equivalent) under similar projects , more than the education and training.

8. Please ensure that the proposals are assessed adequately against the 3 methodology criteria, in particular **the work plan should match the staffing inputs and schedule**. Selected Consultant will not be able to add more staff at the negotiations stage , and if they do , then it will not be part of the contract cost.

Please revise the TER according to these comments and send it back to us by Thursday. The revised version should include all Annexes and Tables as per the template we shared with you.

Let me know if you have any question.

Regards

Said

From: Project Director <pd.kmp.ylc@gmail.com>
Sent: Friday, March 12, 2021 2:19 AM
To: Said Dahdah <sdahdah@worldbank.org>
Subject: Karachi Mobility Project- TER

[External]

Dear Said,

Please find attached with this email a zip folder containing the following documents:

1. Draft Technical Evaluation Report
2. Individual Evaluation Sheets
3. Consolidated Evaluation Sheet

Considering the time constraints we could not combine all files into one document as the individual evaluation sheets are self explanatory with individual narrative for scoring.

--

Imran Bhatti
*Project Director (Yellow Line BRTS)
Karachi Urban Mobility Project
Sindh Mass Transit Authority*

Govt. of Sindh

+923002200275



Project Director <pd.kmp.ylc@gmail.com>

TER in Word Format and Annexures

SMTA INFRA <kmp.infra.smta@gmail.com>

To: pd.kmp.ylc@gmail.com

Wed, Mar 24, 2021 at 2:18 PM

12 attachments

 TER_KMP_20March21.docx
724K

 Amendment 01_Annex03.pdf
77K

 Annexure 01&02.pdf
335K


 Amendment_2_Annex03.pdf
578K

 Annexure 04.pdf
1171K

 Annexure 05.pdf
369K

 Gmail-GrievanceResponse_5b.pdf
96K

 Gmail-Complain acknowledgement_05A.pdf
104K

 Draft Repose to Zeeruk_5B.pdf
485K

 Annexure6b.pdf
157K

 Annexure6a.pdf
148K

 Evaluation___Imran Bhatti_20March.xlsx
42K



Project Director <pd.kmp.ylc@gmail.com>

RE: Draft Technical Evaluation Report Karachi Mobility Project Yellow Line.

Said Dahdah <sdahdah@worldbank.org>

To: Project Director <pd.kmp.ylc@gmail.com>

Cc: Hasan Afzal Zaidi <hzaidi@worldbank.org>, Haider Raza <hraza@worldbank.org>, Muhammad Yousuf <director.infra.smta@gmail.com>

Wed, Mar 31, 2021 at 2:06 AM

Dear Mr. Imran,

Please find below our comments on the TER. Please incorporate and send us back the final version so we clear it and ask you to upload in STEP

Scoring :

In general, the evaluation should be done strictly in accordance with the **RFP scoring system** which you have nicely included in the individual scoring sheets the under Reference/Parameters column. .

You need to adjust the Form II-B tables as follows , then reflect the change in scoring in the summary table and all other places as applicable

1. Khatib JV – Phase 1 Table (page 26) : Position K-2 have a total score 10/10 from all evaluators , while he does not score 10/10 in all 3 sub-criteria and from all evaluators. The total score is a calculated score so the formula in this row must have been not working well, please adjust the formula
2. Khatib JV – Phase 2 Table (page 27) : Positions K-1 (CRE) and K-4 (Senior Contract Management Expert)

While these 2 key staff do not meet the TOR requirement of being from the Lead firm, as mentioned above RFPs have to be **evaluated strictly** as per the Data Sheet Criteria (RFP – Section 2-E- B. Preparation of Proposal-21.1).

The criteria III of Expert Qualifications does not include how to score when the Key staff is not from the Lead firm , however criteria II of Adequacy and quality of the proposed methodology includes the following Notes to Consultants : *the Client will assess whether the proposed methodology is clear, responds to the TORs, work plan is realistic and implementable; overall team composition is balanced and has an appropriate skills mix; and the work plan has right input of Experts*

Therefore you can only capture the TOR requirement for some of the key staff to be from lead firm in Criteria II scoring and not III.

Hence please have the evaluators evaluate these 2 CVs and assign scores for Criteria III and rethink the Criteria II scores, mainly the sub-criteria of “ Overall team composition is balanced and has an appropriate skill mix” .

For the key staff that did not provide a CV: It is fine to score him 0 for Criteria III

Editing the report:

1. Include the list of Annexes in the Table of content

2. Page 6- Procurement related complaint

Please edit the text to reflect that as response letter was sent to the Complaint and case closed (mention the dates etc..)

Please update Annex 5c to include the issued signed letter

3. Under Summarized average score (page 14):

- Please complete add the attached Table. (make 2 Tables , one for Phase 1 and one for Phase 2 separately – remember to adjust the Title of Key experts in Phase 2 Table)
- In those two Tables , include the actual names of the Key Staff under their respective position/Row. (no where in the TER we see the names of the Key Staff)
- The Comments columns in this Table represent a single consolidated comment (one comment only) from the Committee that matches the average score.

The idea for these 2 Tables is to show the average scores for all criteria/sub-criteria and next to it a comment that justify the average score . This does not duplicate the Strengths and Weaknesses which should remain there as is. This Table will make it easier for us to know that your average scoring for all criteria/sub-criteria is substantiated by a reason , because currently one has to read 9 comments in the Annex and try figure out what would be the consolidated comment of the Committee as a whole for each sub-criteria.

And remember that all these tables need to reflect the change in scoring as per the above scoring comment so we have consistent scoring throughout the report

Please let me know if you have any question. I appreciate if you can move quickly making these changes , they should not take long time.

Best regards

Said

 **Summary Scoring Table .xlsx**
14K



Project Director <pd.kmp.ylc@gmail.com>

Re: Draft Technical Evaluation Report Karachi Mobility Project Yellow Line.

Project Director <pd.kmp.ylc@gmail.com>
To: Said Dahdah <sdahdah@worldbank.org>

Mon, Apr 5, 2021 at 1:30 PM

Dear Mr.Said,

Please find attached Technical Evaluation Report wherein all comments / observations in your last email, dated 31st March 2021, have been incorporated. Please note that, as discussed, the Evaluation of Khatib & Alami in Phase 2 is not reported since they have been disqualified in Phase 1 by the entire CSC and hence according to the RFP, evaluating them in Phase 2 is not needed.

This is for your review and No Objection please.

Regards,
Thanks

On Wed, Mar 31, 2021 at 2:06 AM Said Dahdah <sdahdah@worldbank.org> wrote:

Dear Mr. Imran,

Please find below our comments on the TER. Please incorporate and send us back the final version so we clear it and ask you to upload in STEP

Scoring :

In general, the evaluation should be done strictly in accordance with the **RFP scoring system** which you have nicely included in the individual scoring sheets the under Reference/Parameters column. .

You need to adjust the Form II-B tables as follows , then reflect the change in scoring in the summary table and all other places as applicable

1. Khatib JV – Phase 1 Table (page 26) : Position K-2 have a total score 10/10 from all evaluators , while he does not score 10/10 in all 3 sub-criteria and from all evaluators. The total score is a calculated score so the formula in this row must have been not working well, please adjust the formula

2. Khatib JV – Phase 2 Table (page 27) : Positions K-1 (CRE) and K-4 (Senior Contract Management Expert)

While these 2 key staff do not meet the TOR requirement of being from the Lead firm, as mentioned above RFPs have to be **evaluated strictly** as per the Data Sheet Criteria (RFP – Section 2-E- B. Preparation of Proposal-21.1).

The criteria III of Expert Qualifications does not include how to score when the Key staff is not from the Lead firm , however criteria II of Adequacy and quality of the proposed methodology includes the following Notes to Consultants : *the Client will assess whether the proposed methodology is clear, responds to the TORs, work plan is realistic and implementable; overall team composition is balanced and has an appropriate skills mix; and the work plan has right input of Experts*

Therefore you can only capture the TOR requirement for some of the key staff to be from lead firm in Criteria II scoring and not III.



Project Director <pd.kmp.ylc@gmail.com>

Comments on TER

Said Dahdah <sdahdah@worldbank.org>

To: Project Director <pd.kmp.ylc@gmail.com>

Mon, Apr 5, 2021 at 9:11 PM

Dear Mr. Imran,

Thank you for sharing the draft TER with us. We have reviewed and have marked some comments on the attached document (Page 14 and 23)..

1. In the RFP, there is no provision about averaging the scores for Phase 1 and 2. For each of the two phases, the minimum passing score is 75. The total score for each phase should be used for deciding whether a proposal is qualified at this stage and not the average. Also there is an inconsistency of the score for Khatib (Page 14).
2. Page 14: Since the consultant couldn't qualify the Phase 1 mandatory passing, there is no need to mention the score. Just a comment is sufficient.

CONSULTANT	AVERAGE SCORE Phase 1 & 2	STATUS
M/s Dar-ul-Handasah Consultants (Share 1 & Partners) (Lead firm) JV M/s National Engineering Services Pakistan	88.67	Technically qualified.
M/s TÉCNICA Y PROYECTOS S.A. 2 (Lead firm) JV M/s MM Pakistan Private Limited.	79.38	Technically qualified.
M/s Khatib & Alami JV M/s Onnam & Company (Pvt) Ltd JV M/s NAMA 3 Consulting Engineers & Planners JV M/s Halcrow Pakistan Pvt Ltd.	50.15	Technically dis- qualified.

3. The TER provide details on the scoring and the final score table. However, a formal recommendation is missing. It is suggested that a final recommendation paragraph is to be added on Page 14 which should clearly indicate that the Financial Proposals received from the two technically qualified firms should be opened while the Financial Proposal received from the technically non-qualified firm is kept unopened and returned to them in accordance with requirements stated under the RFP.

All comments are minor. This revised report is in a good shape now. Please incorporate these comments quickly and send it back to us.

Regards

Said

TER_KMP_04April21-ZT.pdf
10798K



Muhammad Yousuf Munir <director.infra.smta@gmail.com>

Review Request for Evaluation of Technical Proposals Submitted by SMTA for Pakistan - P166732 - Karachi Mobility Project - PK-SMTA-122605-CS-QCBS - Activity -1 Title: P

STEP Admin <noreply@worldbankgroup.org>

To: hzaidi@worldbank.org, sdahdah@worldbank.org

Cc: director.infra.smta@gmail.com, hira@worldbank.org, sshah17@worldbank.org, pd.kmp.ylc@gmail.com

Wed, Apr 7, 2021 at 9:47 PM

Imran Bhatti- Sindh Mass Transit Authority has submitted Evaluation of Technical Proposals for Pakistan - P166732 - Karachi Mobility Project - PK-SMTA-122605-CS-QCBS to the Bank for Review

Dear Mr. Said

Please find attached herewith a consolidated Technical Evaluation Report for procurement of Design Consultant, Procurement Support and Construction Supervision consultant firm. Please note that out of 9 Consultant Selection Committee members eight (8) have signed the report only one member could not sign due to his unavailability at the time of signature. However, he has consented to sign the report once he becomes available.

It is, therefore requested to approve the TER and issue NO so that we may open the financial bids.

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